

Request for Proposal (RFP)

By: EECA (Energy Efficiency and Conservation Authority)

For: Flexibility enabled heavy vehicle charging infrastructure demonstration

Ref: FEHVCID 2026

RFP released: Wednesday 1 April 2026

Deadline for questions: Tuesday 5 May 2026, 12pm

Deadline for proposals: Friday 15 May 2026, 5pm*

*Please note: EECA will accept and assess applications as they come in, until funding is fully allocated or Friday 5pm, 15 May 2026, whichever is earlier.

The opportunity

This RFP is issued by the Energy Efficiency and Conservation Authority, referred to below as “the Buyer” or “we” or “us”. Read this RFP to understand what types of Projects we’re looking for, how to prepare an Application and the terms and conditions that apply to both the RFP and co-funding.

What we need

EECA’s objective is to encourage heavy vehicle charging infrastructure to be designed and built in a future-proof way, integrating demand flexibility and battery storage to support cost effective heavy vehicle charging infrastructure, and projects that avoid unnecessary grid development cost and strain on New Zealand’s electricity network.

EECA’s aim for this investment opportunity is to accelerate interest and investment in such battery electric heavy vehicle infrastructure by supporting a small number of efficient, demand flexible heavy vehicle charging hub demonstration projects.

Why is investment needed?

Battery electric commercial vehicles offer significant energy efficiency advantages over their traditional counterparts, however despite strong industry interest, fleet uptake remains limited. EECA engagement indicates this is not primarily driven by concerns over vehicle capability, but by perceptions of first-mover risk, uncertainty around access to reliable and affordable charging infrastructure, and the low amount of visible, proven heavy vehicle charging infrastructure in operation. EECA wishes to assist with support to de-risk investment decisions and unlock wider adoption of these vehicles.

What can you apply for?

EECA seeks to support demonstration projects to test how heavy vehicle charging infrastructure can be provided reliably and be operated cost effectively through integrated demand flexibility.

Applications can be made for on-road vehicle charging hubs at **shared urban facilities**, either in an urban transport hub or at a qualifying depot with a clear sharing plan, or for **dedicated journey charging**. They must **incorporate** technologies such as smart charging, battery energy storage, and demand flexibility to minimise grid impacts.

Applicants can apply for up to \$5 million of total EECA co-funding of up to 50% of eligible costs for a minimum 1 MW charging hub. The remainder of the total Project costs will be co-funded by the Project Owner. Co-funding is for on-road vehicle hubs.

EECA can commit up to approximately \$10 million for projects in this RFP but may choose to award more co-investment should we receive compelling Applications to justify this.

What we don’t want

We aren’t looking for light vehicle chargers or private charging.

We also aren’t interested in heavy vehicle chargers without some form of demand flexibility – all projects must demonstrate avoidance of grid upgrades or reduction of peak loads in some form.

What's important to us?

We want to ensure that demonstration of demand flexibility closely reflects the commercial reality in which it will be used, to make sure we can maximise its benefits as New Zealand shifts towards electrified freight. As such, we want to hear from organisations with a strong commercial focus and preferably with a background in delivering EV charging or similar projects to a high standard.

A bit about us

EECA, the Energy Efficiency and Conservation Authority, was established as a Crown entity under the Energy Efficiency and Conservation Act 2000.

Our mandate is to encourage, promote and support energy efficiency, energy conservation and the use of renewable sources of energy.

We want all of New Zealand to recognise that the energy we save now will be an asset to our future, in a multitude of ways. We want a sustainable energy system that supports the prosperity and well-being of current and future generations.

We're doing this with expertise, research, regulation, co-investment, and support. We inspire New Zealanders to be clean and clever energy users.

Our te Reo Māori name is Te Tari Tiaki Pūngao — the Office that guards the energy.

SECTION 1: Key Information

1.1 Context

- a. This Request for Proposals (RFP) is an invitation to submit a Proposal for the Heavy Vehicle Charging Infrastructure Demonstration opportunity.
- b. This RFP is a single-step procurement process.

1.2 Our timeline

EECA will accept Applications at any time during the RFP opening period, and will assess Applications as they come in, with regular assessment meetings to be scheduled throughout this period. Applicants are encouraged to apply early, as available co-funding may run out before 15 May 2026.

Here is our timeline for this RFP (all are New Zealand times and dates):

Deadline for Questions (unless earlier close)	12pm, Tuesday 5 May 2026
Deadline for us to answer questions (unless earlier close)	5pm, Friday 8 May 2026
Deadline for Proposals	5pm, Friday 15 May 2026*
Successful Applicant(s) notified (indicative, as they are approved)	From mid-April 2026
Expected start date of Funding Agreement (at the latest)	30 June 2026

***Please note:** EECA will accept and assess applications as they come in until funding is fully allocated or Friday 5pm, 15 May 2026, whichever is earlier.

1.3 How to contact us

- a. Contact us through our Point of Contact via email or the Government Electronic Tenders System (GETS).

- b. Our Point of Contact:

Name: Yasmine Davies

Title/role: Procurement Coordinator

Email address: applications@eeca.govt.nz

- c. To register for our Applicant briefing session, contact our Point of Contact via email.

1.4 Developing and submitting your Application

- a. This is an open, competitive tender process.
- b. Take time to read and understand the RFP.
- c. Take time to understand our Requirements. These are in 0 of this document.
- d. Take time to understand how your Application will be evaluated. See SECTION 3: of this document.

- e. For resources on tendering visit <https://www.procurement.govt.nz/suppliers-2/>
- f. If you have questions, ask our Point of Contact before the Deadline for Questions (see Section 1.2 above).
- g. Use the Application Form provided in this RFP to submit your Proposal.
- h. Complete and sign the declaration at the end of the Application Form.
- i. Check you have provided all the necessary information in the correct format and order. Incomplete Applications will not be accepted.
- j. Submit your Application before the Deadline for Applications, noting this date may change depending on continued availability of funding.

1.5 Address for submitting your Proposal

Submit your Proposal to the following address: applications@eeca.govt.nz. Applications will be assessed as they are submitted until funding is fully allocated or Friday 5pm, 15 May 2026, whichever is earlier.

We will not accept Proposals sent by post or delivered to our office or received outside of this email address.

1.6 Our RFP Terms

a. Offer Validity Period

By accepting EECA's Co-funding Application, the Applicant acknowledges that the offer will remain valid for 6 weeks from the date of issuance.

b. RFP Terms

By proceeding with the Application, the Applicant agrees to the RFP-Terms described in SECTION SECTION 6: and agrees to negotiate with EECA in good faith on the negotiable terms set out in SECTION 4.

1.7 Later changes to the RFP or RFP process

- a. After publishing the RFP, if we need to change anything or provide additional information, we will let all Applicants know by publication on GETS.
- b. If you downloaded the RFP from GETS you will automatically receive notifications of any changes through GETS.
- c. If funding is fully allocated before 15 May 2026, EECA will publish a notice on GETS to close the RFP.

1.8 Defined terms

These are shown using capitals. You can find all definitions at the back of the RFP Terms linked to in SECTION 6, with some additional RFP-specific terms in SECTION 5 of this RFP.

SECTION 2: Our Requirements

2.1 Background

This plan relates to EECA co-investment in Demand Flexibility-enabled Heavy Vehicle Charging Infrastructure demonstration projects.

The key objective of this procurement is to generate real-world evidence on commercial and ownership models, grid connection strategies, and operational performance, helping to identify which approaches are scalable and bankable in the New Zealand context, and to avoid premature or inefficient infrastructure investment.

Activity will be focussed through charge point operators and freight companies who will be co-funded by EECA to install heavy vehicle charging infrastructure which will include demand flexibility technologies.

2.2 Key outcomes

This investment activity's proposed outcomes for heavy vehicle charging infrastructure are that it will:

- Establish the initial stations of New Zealand's heavy vehicle charging network, allowing for increased uptake of BEVs.
- Demonstrate the value of demand flexibility technologies in large charging stations, for avoiding unnecessary infrastructure investment.
- Generate and communicate evidence of the commercial models for heavy vehicle charging stations, both public and shared at depots.
- The procurement's proposed economic benefits are that EECA's funding will play a crucial role to overcome the high investment costs and risk associated with early adoption.

In relation to Demand Flexibility, outcomes sought are:

- Supporting businesses in implementing projects that deliver measurable energy cost savings and operational improvements.
- Encouraging the adoption of innovative and proven energy efficiency & peak load management technologies.
- Demonstrating innovative applications of these technologies in key sectors, to build evidence and confidence and encourage wider uptake.
- Ensuring projects align with EECA's strategic priorities.

2.3 Applicant eligibility

New Zealand-based and New Zealand-registered legal entities including:

1. NZBN registered private sector business

2. Registered legal entities such as Trusts, recognised iwi organisations, and entities that represent hapu or rohe
3. State-owned Enterprises
4. Local Councils
5. Regional Councils

Except for the following:

1. Public Service Departments, Non-Public Service Departments (such as the New Zealand Defence Force), and Statutory Crown Entities such as District Health Boards.

Proposals must be for Projects delivered in New Zealand, however Proposals can include the involvement of Project partners based overseas.

2.4 In addition all Applicants must:

1. Be committed to working safely, ensuring the health and safety of workers and others affected by the Project(s) work, and have appropriate systems and processes to undertake that work safely.
2. Be committed to working in a manner that will not damage EECA's reputation with respect to, among other things, environmental impact, employment conditions, public announcements, and regulatory compliance.
3. Pass preliminary legal and reputational due diligence and any required financial due diligence.
4. Commit to monitoring and evaluating project performance, operational efficiencies, and revenue generated. The Applicant agrees to monitoring of each stage of the Project by EECA to ensure compliance.

2.5 Eligible Project Types

Applicants may apply for co-funding support for one of the following types of Projects, noting that additional Projects will require a separate Application.

Public Journey Charging Station

- Minimum of at least 2 simultaneous truck chargers at initial operation stage, with a staged plan to provide simultaneous charging for at least 6 trucks.
- Minimum total charging capacity is 1 MW and this must be operational at first commissioning.
- At least 1 charger must be Megawatt Charging Standard (MCS), with the balance being Combined Charging System 2 (CCS2), with the ability for one vehicle to charge from two charging heads simultaneously.
- Preferably located near a major freight route, such as Taupo or Turangi, and no more than 2 km from a major State Highway.
- Sites must be designed for and be accessible to large articulated vehicles, with facilities such as restroom for drivers.
- A booking system must be provided during the term of the Funding Agreement.

Urban Transport Hub

- Minimum of 4 simultaneous truck chargers.
- Minimum total charging capacity is 1 MW.
- Charging heads must be either MCS or CCS2.
- The site is preferably situated in an area with a number of businesses operating heavy vehicles, as an example Ruakura in Hamilton, or Mangere in Auckland.
- The site must be accessible to large articulated vehicles, and drivers must be able to access restroom facilities on site.
- Applications must include a clear strategy for managing times which the charger is available to other organisations must be shared at application.
- Applications must include a plan for managing site Health & Safety protocols.

2.6 Project Eligibility

At a minimum, Applicants must demonstrate that Projects meet the following Eligibility Conditions:

1. The Project will be delivered in New Zealand.
2. The Project is an eligible Project Type.
3. The Application is for installation of eligible heavy vehicle charging infrastructure and demand flexibility equipment, either publicly accessible or shared with more than one organisation. Flexibility does not need to occur immediately upon implementation, but demand flexibility capability must be available at implementation, and a plan provided for engaging in this activity as negotiated with EECA.
4. The Application is for EECA co-funding of up to 50% of total Project costs, up to a maximum of \$5 million per Project. Applicants applying for more than this may submit a justification in their application form for EECA to consider.
5. The Project must meet the Project eligibility condition minimum of 1MW site charging capacity at Project commissioning.
6. The Project(s) utilises technologies meeting the system level open communication protocol capability requirements such as Open Charge Point Protocol (OCPP).
7. The Project Owner has the ability to gain approval from their decision-maker or board to progress this project subject to receipt of EECA funding before 30 June 2026. EECA may consider a longer timeframe but our funding will be conditional on this being achieved in a timely fashion.
8. The Project Owner demonstrates its ability to co-fund the remainder of the total cost of the Project(s) either directly or by utilising other funding sources.
9. The Project Owner identifies all co-investment sources, including individual amounts if multiple sources.

10. The Applicant agrees to have a fully prepared plan (has a defined scope, internal approval, necessary regulatory approvals, and a detailed implementation plan) to start once funding and resources are secured.

2.7 EECA support and Project requirements

- Applicants may apply for their desired percentage contribution from EECA, up to 50% of total Project costs, up to a maximum of \$5 million per project, to support the construction of heavy vehicle charging installation of an Urban Transport Hub or a Public Journey Charging Station. A lower percentage contribution by EECA will attract a higher score. All costs must be detailed and where possible, quotes or comparative pricing should be provided.
- Applicants must state the Project’s proposed charging capacity (in MW). Higher MW will attract a higher score due to their greater demonstration value.
- Initial sites must be of at least 1 MW charging capacity at commissioning (site capacity refers to maximum simultaneous delivery across all chargers). Applicants must show a staged plan for implementation of the additional capacity.
- Applications must state the planned location for each site, along with their analysis of daily heavy traffic volumes and expected routes that will be serviced by this station. Higher traffic flows and more significant routes will score more highly.
- Projects must be operational within 2 years. Projects may be signed up to 4 years to include project reporting unless otherwise agreed with EECA.
- Only 1 station of each type within a 50km radius will be supported. As this fund is first come first served, once a project is approved any subsequent proposal within a 50km radius will be informed and given the opportunity to submit a different site for consideration.
- Projects must demonstrate Demand Flexibility technologies, such as Smart Charging, Battery Energy Storage Systems (BESS) and Active Load Management, in order to reduce peak site electricity draw and connection cost optimisation. Proposals with higher levels of peak reduction will attract a higher score.

EECA can commit up to approximately \$10 million in this RFP but may choose to award more co-investment should we receive compelling Applications to justify this.

2.8 Eligible costs

The following is a list of eligible and ineligible Project costs. This list is not exhaustive.

Eligible for co-funding contribution (up to 50% of each)	Excluded from co-funding
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<p>Capital costs/ contributions for energy supply and charging infrastructure directly related to the Project.</p> <p>Capital costs of buildings, structures and facilities providing they are constructed as part of the initial phase of the Project. EECA will consider the proportion requested.</p> <p>Data collection and monitoring equipment and operation including user experience monitoring.</p> <p>Capitalised costs of permits and regulatory compliance.</p> <p>Legal costs to set up covenants or other ongoing protections for the site and assets.</p> <p>Energy storage facilities and equipment e.g. batteries.</p>	<p>Operational costs/ ongoing charges for energy supply infrastructure.</p> <p>Maintenance or ongoing costs of chargers/ buildings/ structures.</p> <p>Insurance costs.</p> <p>Infrastructure, building, maintenance and other costs associated with any non-electric charging infrastructure on the site (meeting the site specifications).</p> <p>Stand-alone AC charging solutions (AC may provide a complementary add-on to support overflow from a DC solution).</p> <p>Solar panels or other renewable generation sources.</p> <p>Cost of leasing or purchasing land for the site.</p>
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2.9 What we require from an Applicant:

As a condition of co-funding, EECA will be seeking data, information and lessons learned during the term of the Funding Agreement.

Applicants must agree to knowledge, reporting and data deliverables, which will be set out in the Funding Agreement. The Funding Agreement will also set out what information and knowledge will be required, and how, when and with whom it will be shared.

These deliverables will include:

- Project progress reporting to monitor progress and manage Project risks.
- Project-specific lessons and outcomes learned over the duration of the Project.
- Project information, data, analysis and performance reporting to assess the overall effectiveness and performance of the Project outcomes. EECA will collect data and may use it to share knowledge and learnings with the market (e.g. in publicly available case studies for replicable projects).

As required, EECA may specify additional reporting requirements to analyse an individual Project's performance, or to assess overall performance.

2.10 Funding Agreement term

EECA and the Applicant will negotiate a Funding Agreement term, to be no longer than 4 years.

Projects must be operational within 2 years.

2.11 Funding Agreement value

The maximum value of this Funding Agreement is \$5 million plus GST, with a total of \$10 million available across all projects.

2.12 Other tender documents

These documents have been uploaded on GETS and are available to Applicant – they form part of this RFP. These include:

- a. RFP Application form.
- b. Funding Agreement template will be posted on GETS when available.

SECTION 3: Our Evaluation Approach

This section sets out the Evaluation Approach that will be used to assess Applications.

3.1 Pre-conditions

Each Application must meet the following pre-conditions. We will not consider Applications which fail to meet these conditions.

#	Pre-conditions
1.	The Applicant is an eligible Applicant (as defined in SECTIONS 2.3 and 2.4).
2.	The Project(s) is an eligible Project and is delivered in New Zealand (as defined in SECTIONS 2.5 and 2.6).
3.	The Application form is fully complete and signed.

3.2 Evaluation model

Each Applicant must meet all of the pre-conditions before their Application will be considered for evaluation.

Applications will be processed as they are received. The Application will be passed through to the assessment panel for evaluation and scoring, then moderated, and approved or declined. Moderation meetings will be held regularly to move Applications through efficiently.

EECA reserves the right to consider approved Applications at each decision point to determine continued availability of funding and spread of awarded funding to ensure the best value for money overall and ability to meet EECA's Demand Flexibility objectives.

Stages of Application assessment:

- Initial Review – EECA will review the submitted documents to confirm all required forms are included and correctly completed.
- Due Diligence – EECA will conduct legal and reputational due diligence on all Applicants, and a third party may conduct financial due diligence on Applicants, if required by EECA.
- Application Review – Findings from a due diligence will be included with the Application for evaluation by a Panel that will make a recommendation to the delegated authority.
- Final Decision – An EECA delegated authority will determine whether the Application is Conditionally Approved, pending final negotiations on the Funding Agreement terms set out in SECTION 4 of this RFP.

The full process is expected to take approximately 3-6 weeks from submission to signing of Funding Agreement, with Funding Agreements to be signed no later than 30 June 2026 as a long-stop date.

3.3 Evaluation criteria

We will evaluate Applications which meet all pre-conditions according to the following criteria and weightings. These criteria have been developed to give preference to Projects which will be well utilised and of a commercial size (rather than small scale pilots) in order to provide sufficient demonstration value to EECA and the wider industry.

Criterion	Assessment Criteria	Weighting
Technical merit and system integration	<p>EECA will score this criterion based on the extent to which the proposal delivers fit-for-purpose heavy vehicle charging infrastructure to demonstrate future-proof, grid-integrated design. EECA will consider proposed Ratio of Energy delivered to Network peak increase or energy delivered to Network capacity increase as part of this criterion.</p> <p>This includes:</p> <ul style="list-style-type: none"> • Total site capacity and ability to scale over time. • Integration of intelligent charging solutions (e.g. demand flexibility, load management, BESS). • Demonstrated approach to minimising grid impact and avoiding or deferring network upgrades and cost efficiencies. • Use of appropriate charging standards (MCS, CCS2) and configuration (e.g. dual gun capability). • Quality of system design, including resilience, uptime, and operational reliability. • Extent to which the project generates transferable insights for future deployments. 	30%
Contribution to market development and barrier reduction	<p>EECA will score this criterion based on the extent to which the project demonstrates ways to overcome key barriers to heavy vehicle uptake and wider market development. This includes:</p> <ul style="list-style-type: none"> • Showcasing viable site design through visible, credible infrastructure. • Utilising technologies which address key barriers such as grid connection cost, access to charging, and operational uncertainty. • Strength of demand signal (e.g. anchor customers, fleet commitments). • Clear pathway to shared use (not limited to a single operator). • Ability to unlock further private investment or replication. 	20%

Criterion	Assessment Criteria	Weighting
Location and strategic impact	<p>EECA will score this criterion based on the suitability of the site to maximise demonstration benefits. This includes:</p> <ul style="list-style-type: none"> • Proximity to key freight routes and logistics hubs. • Ability to enable new or currently unviable electric freight routes (e.g. long-haul corridors). • Expected utilisation based on freight flows and demand. • Alignment with priority regions or high-impact use cases. • For shared hubs: proximity to multiple operators and industrial clusters. 	20%
Delivery capability and commercial viability	<p>EECA will score this criterion based on the capability of the applicant (and partners) to successfully deliver, operate, and sustain the project. This includes:</p> <ul style="list-style-type: none"> • Experience delivering similar infrastructure or complex energy/transport projects • Strength of partnerships (e.g. fleet operators, energy providers, technology suppliers) • Realism and robustness of delivery plan, timeline, and risk management approach • Commercial model and pathway to long-term viability beyond grant funding. All costs must be detailed and where possible, quotes or comparative pricing should be provided. • Clarity of ownership, governance, and operational arrangements. 	20%
Economic benefits	<p>EECA will score this criterion based on the extent to which the proposal delivers strong value relative to the funding requested. This includes:</p> <ul style="list-style-type: none"> • Ratio of EECA funding to total project cost (co-investment level). • Cost per kW of installed capacity. • Efficient use of infrastructure (utilisation assumptions and shared access). • Extent to which funding supports components that deliver system-wide benefits (e.g. grid optimisation, flexibility). 	10%
Total Weightings		100%

For context, the following table will provide some guidance on the scoring:

Criterion	Indicative Score		
	1-4	5-6	7-10
Technical merit and system integration	<1MW total site capacity	1MW site capacity	>5MW site capacity
Contribution to market development and barrier reduction	No	1 interested customer	Confirmed commitments of offtake giving >50% utilisation
Location and strategic impact	>2km from a State Highway	2km from a State Highway	Directly on a State Highway with heavy truck use – i.e. SH1, SH2
Delivery capability and commercial viability	No experience delivering charging projects	1 previous charger installations	10+ charging installations, focussed on heavy vehicles
Economic benefits	>50% EECA co-funding ratio	50% EECA co-funding	10% EECA co-funding

3.4 Scoring

The Panel will use the following rating scale to evaluate both Applications and Projects against the criteria.

Rating	Definition	Score
EXCELLENT – significantly	Exceeds the requirement. Exceptional demonstration by the Supplier of the relevant ability, understanding, experience, skills, and resource and quality measures required to provide the goods, services or works. Response	9-10

exceeds our requirements	identifies factors that will offer potential added value, with supporting evidence.	
GOOD – exceeds our requirements in some aspects	Satisfies the requirement with minor additional benefits. Above average demonstration by the Supplier of the relevant ability, understanding, experience, skills, resource and quality measures required to provide the goods, services or works. Response identifies factors that will offer potential added value, with supporting evidence.	7-8
ACCEPTABLE – meets the requirements at a minimal level	Satisfies the requirement. Demonstration by the Supplier of the relevant ability, understanding, experience, skills, resource, and quality measures required to provide the goods / services, with supporting evidence.	5-6
MINOR RESERVATIONS – marginally deficient	Satisfies the requirement with minor reservations. Some minor reservations of the Supplier’s relevant ability, understanding, experience, skills resource and quality measures required to provide the goods, services or works, with little or no supporting evidence.	3-4
SERIOUS RESERVATIONS – significant issues that need to be addressed	Satisfies the requirement with major reservations. Considerable reservations of the Supplier’s relevant ability, understanding, experience, skills, resource and quality measures required to provide the goods, services or works, with little or no supporting evidence.	1-2
UNACCEPTABLE – significant issues not capable of being resolved	Does not meet the requirement. Does not comply and/or insufficient information provided to demonstrate that the Supplier has the ability, understanding, experience, skills, resource & quality measures required to provide the goods, services or works, with little or no supporting evidence.	0

3.5 Due diligence

High level legal and reputational due diligence

EECA’s Contract Management team will undertake the following legal and reputational due diligence in relation to shortlisted Applicants before Funding Agreement signing. This high-level due diligence process will be completed for all shortlisted Applicants – both charge point operators and freight companies – and regardless of co-funding amount.

Checks through the Companies Office, Insolvency Register, Serious Fraud Office, Court and Judicial Decisions, media searches, WorkSafe to identify any non-financial risks.

Financial due diligence

EECA may choose to obtain financial due diligence on the Applicant’s financial position as part of the Funding Agreement negotiation, to be completed before signing. KPMG Consulting will in that instance

conduct a financial review of the organisation, evaluating its financial health and ability to co-fund the remainder of the total project cost, and Applicant(s) will be given reasonable notice to:

- reference check the Applicant, any other organisation and named personnel in the Application.
- interview the Applicant or any other organisation they propose to use.
- perform other checks on the Applicant or other organisation they propose to use e.g., Companies Office.

SECTION 4: Our Proposed Funding Agreement

4.1 Proposed Funding Agreement

The Proposed Funding Agreement that we intend to use for this procurement forms part of the RFP materials, and will be posted on GETS.

In submitting your Application you must let us know if you wish to question or negotiate any of the terms or conditions in the Proposed Funding Agreement or wish to negotiate new terms or conditions.

The RFP Application Form contains a section for you to state your position. If you do not state your position you will be deemed to have accepted the terms and conditions in the Proposed Funding Agreement in full.

SECTION 5: Heavy Vehicle Charging Infrastructure specific definitions

Flexibility-enabling technologies are defined as *technologies installed behind-the-meter such as battery storage systems to enable shifting of energy use to times of high renewable generation or when prices are low.*

A **Funding Agreement** is defined as *an agreement signed with each Applicant, with milestones to be negotiated based on a standard template. The Funding Agreement will commit a certain level of funding, subject to Projects meeting certain agreed eligibility criteria (as set out in this RFP).*

Performance Level Requirements will be *negotiated for each project brought to EECA under the full form Funding Agreement.*

SECTION 6: RFP Terms

View the RFP Terms that accompany this RFP. [rfp-terms-conditions-government-model](#)